

EXISTING SIGNS TO REMAIN

MD 24 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

44,45 ONEWAY  
42,43 ONEWAY  
16a-b,18a-b Philadelphia RD D3-2 16" X VAR.  
19a-b,21a-b Emmorton Road D3-2 16" X VAR.  
31,38,40 DO NOT ENTER  
46 EDGEWOOD ABINGDON

29 EAST WEST 7 7  
36 WEST EAST 7 7  
33 WEST 7  
41 EAST 7  
25 TO 95  
26 TO 95  
28 TO 95 NORTH 24  
27 NORTH 24  
35 SOUTH 24 TO 40  
34 TO 40  
23,24 NORTH 24  
32,39 YIELD

PROPOSED SIGNS

20,22 LEFT TURN YIELD ON GREEN R10-12 36"x42"  
15,17 LEFT ON GREEN ARROW ONLY R10-5 30"x24"

EXISTING SIGNS TO BE REMOVED

LEFT TURN YIELD ON GREEN

EXISTING SIGNALS

NOTE:  
ALL EXISTING SIGNAL HEADS WILL BE REPLACED WITH NEW POLYCARBONATE BLACK-FACED SIGNAL HEADS.

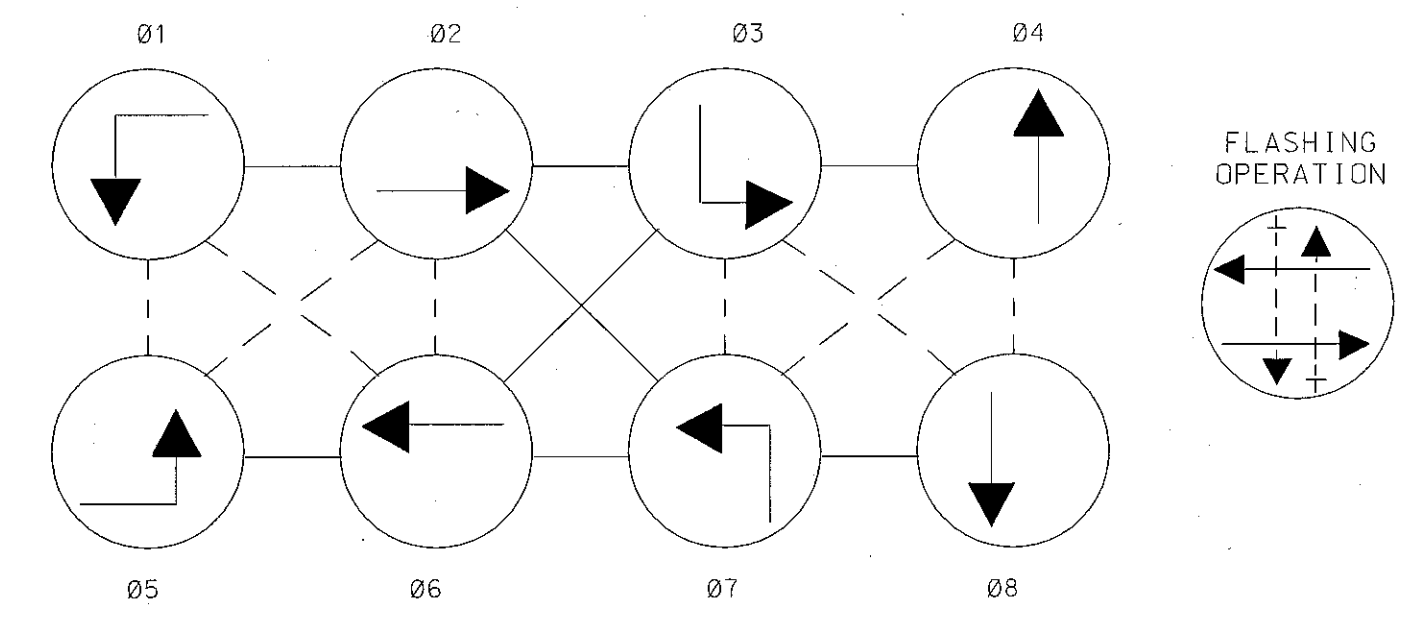
PROPOSED SIGNALS

1,2,5,6 3,4,7,8 10,13 9,12  
12" 12" 12" 12" 12" 8"

GENERAL NOTES

- REVISION "E" IS A REVISION TO THE TRAFFIC CONTROL SIGNAL BUILT IN JUNE 1972 UNDER S.H.A. CONTRACT NO. H-599X-475. THE ORIGINAL TS 447 IS ON FILE.
- PAVEMENT MARKINGS, IF ANY, ARE NOT TO BE INSTALLED UNTIL LOOP DETECTORS AND CONDUIT INSTALLATIONS ARE COMPLETED.
- ALL PROPOSED SIGNAL HEADS SHALL BE POLYCARBONATE AND BLACK FACE.
- ALL CONNECTIONS IN THE CONTROLLER CABINET WILL BE DONE BY THE S.H.A. SIGNAL SHOP.

NEMA PHASING



- NEMA NOTES:
- PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
  - PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

UTILITY LEGEND

G GAS MAIN  
W WATER MAIN  
S SEWER MAIN  
E ELECTRIC CABLES  
A AERIAL CABLES  
T TELEPHONE CABLES

- CONSTRUCTION DETAILS
- INSTALL NEW TRAFFIC SIGNAL HEADS FOR EXCLUSIVE LEFT TURN MOVEMENT.
  - INSTALL NEW TRAFFIC SIGNAL HEADS FOR EXCLUSIVE/PERMISSIVE LEFT TURN MOVEMENT. BOTTOM TETHER TO 1/2" SPAN WIRE.
  - INSTALL NEW TRAFFIC SIGNAL HEADS FOR THROUGH MOVEMENT.
  - REMOVE EXISTING SPAN WIRE MOUNTED TRAFFIC SIGNAL HEAD AS INDICATED.
  - INSTALL SPAN WIRE MOUNTED SIGNS FOR EXCLUSIVE LEFT TURN MOVEMENT AS INDICATED.
  - INSTALL SPAN WIRE MOUNTED SIGNS FOR EXCLUSIVE/PERMISSIVE LEFT TURN MOVEMENT AS INDICATED. BOTTOM TETHER TO 1/2" SPAN WIRE.
  - REMOVE SPAN WIRE MOUNTED SIGN AS INDICATED.
  - ADJUST SPAN WIRE TO ACHIEVE 17' MIN. CLEARANCE FROM HIGHEST POINT OF THE PAVEMENT SURFACE TO LOWEST POINT OF SIGNAL HEAD ASSEMBLY.
  - USE EXISTING SPAN WIRE.
  - USE EXISTING CONDUIT.
  - USE EXISTING HANDHOLE.
  - USE EXISTING BASE-MOUNTED CABINET.
  - INSTALL PAVEMENT MARKING (LEFT TURN ARROW).

JAVA FOOD MARKET

REVISIONS

1	CHANGE E/P LT TO EXCLUSIVE ON NB&SB MD 24; ADD E/P LT PHASE TO EB&WB MD 7	09-20-00	S.H.A. NO. XX-1005485	
2	REBUILD EXISTING SIGNAL DUE TO NEW ROADWAY GEOMETRICS	08-31	S.H.A. H-876-201-471	
WM	GS	DAZ	ETP	TH
B	RE-DRAWN			
JEP	KWS			
A	AS-BUILT			
ML	DD	HR	WF	

APPROVALS

THIS IS A REVISION TO H-599X-475 DATED 4/11/72 ON FILE

CHECKED: TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION  
Office of Traffic & Safety  
TRAFFIC ENGINEERING DESIGN DIVISION  
**MD 7 (PHILADELPHIA ROAD) & MD 24 (EMMORTON ROAD)**

DRAWN BY: W. RICHARDSON	F.A.P. NO. SEE TITLE SHEET	TS NO. TS-447 E	SHEET NO.
CHECKED BY: J. SPENCE	S.H.A. NO. H-599X-475	T.I.M.S. NO. D-892	1 OF 2
SCALE: 1" = 20'	COUNTY: HARFORD	LOG MILE: 12000204.51	
DATE: 4/11/72			